AFFAIRS OF THE RAILWAYS.

Little Prospect that the Viaduct Will Be

Jas. McCres, president of the Union Railway Company, spent yesterday in the city looking over the improvements the Union Railway Company has been making in the last three years, and which are now so near completion. Thos. Redd, architect of the buildings, was also here from Pittsburg. After examining the work Mr. McCrea ordered the movable stagings, which have been used in the construction of the sheds, taken down, and the sheds on the east end will remain for the present at least incomplete. This postpones, if it does not defeat, the plans of extending the sheds forty-one feet further east, and with it is defeated the much more important enterprise of building a viaduct on Meridian street, or on the alley east, leaving Meridian street, as it has been for thirty years, a very dangerous and inconvenient crossing of the Union tracks. Parties who look at the viaduct question in an unbiased manner express the opinion that this is a grave mistake. The Viaduct should be built, they say, by all means. "The Union Railway Company." President Mc-Crea says, "has done all that any person could expect, carrying out its agreements to the letter as regards the Illinois street tunnel, and it has been ready to put up the money per agreement to construct the viaduct." He also says that the train-sheds and the Union Depot

proper are a great credit to the city and are giv-

ing it a good name abroad. For that reason he

would like to see the buildings, tunnel and via-

fact completed according to the original plan,

which no one will question would give Indianap-

elis one of the largest and most complete railway

ptations and surroundings to be found in any

city in this country.

Western States Passenger Association. CHICAGO, Sept. 5.-The reorganization of the Western States Passenger Association was completed to-day at the meeting of the general managers of the lines embraced in the territory west, southwest and northwest of Chicago. The differences between the Chicago & Alton and the Wabash having been satisfactorily adjusted, the new agreement was unanimously adopted. It is to go into effect Sept. 15, and to remain in effect until dissolved by a majority vote of the executive committee. The agreement provides that any member of the association may withdraw upon giving fifteen days' notice, but no such notice shall be given prior to Jan. 1, 1889. The Southwestern lines, including the Wabash, adopted a supplementary agreement, and organized under the name of the Southwestern Passenger Association. It is to be governed by the rules of the Western States Passenger Association where they do not conflict with the Central Traffic Association, of

Condition of the C., B. & Q.

which the Wabash is a member.

CHICAGO, Sept. 5 .- The financial statement of the Chicago, Burlington & Quincy railroad for the month of July, as compared with the corresponding period of 1887, is as follows:

Gross earnings, \$1,863.500, a decrease of \$304,-300; expenses, \$1,510,195, an increase of \$312,-865; net earnings, \$353,307, a decrease of \$617. 166. For the seven months ending July 31 the gross earnings were \$11,839,466, a decrease of 83,604,441; expenses, \$10,192,729, an increase of \$1,714,274; net earnings, \$1,646,737, a decrease

Big Earnings.

The Lake Erie & Western road earned, in the fourth week of August, \$79,000, and in the month of August, \$233,171, against \$208,855 in the corresponding month of 1887, making an increase this year for August of \$24,416. The earnings of the fourth week were the largest of any week in the history of the road, and the same remark will apply to the earnings for the month of August. Traffic Manager Parker and General Passenger Agent Lee both feel elated over the monthly statement, and express the opinion that the month of September is to show still better results.

Personal, Local and State Notes.

Traffic Manager McDoel, of the Louisville, New Albany & Chicago road, was in the city yesterday, and reports their business, as with most roads, limited by the cars to be com-

C. E. Finney, freight manager of the Consolidated Kansas City Smelting & Refining Company, and formerly representative of the Beeline at Kansas City, is spending a few days with Plain smoke-stacks, without any ornemental

rim or cornice around the top, are coming into use on many of the leading roads. The only reason assigned is that they are cheaper, and economy is the hobby with railroad managements generally.

R. W. Jones, master of transportation of the Pittsburg & Lake Erie road, retired from that position on Sept. 1. Twenty-eight years of his life have been spent in railroad service, and he now leaves it to engage in other business.

Commencing with the first of this month the Bee-line will put on week-end tickets, good on any part of their system between stations, at one fare for the round trip. This enables people living on the road to spend Sunday with their friends at a slight expense.

The Pennsylvania Company is fitting up its passenger trains with the improved quick-acting Westinghouse triple valve. Through this device the engineer's brake valve is marked with the position in which the handle should be placed for an ordinary and an emergency stop. The general freight agents of the roads in the

Central Traffic Association have agreed to advance grain, coal and iron rates to the May echedule. The order includes all roads in the granger and trunk systems and has been referred to the general managers of such roads for their approval. A proposition is now up to build a railroad

from Pendleton to Reelsville, a station on the Cincinnati, Hamilton & Indianapolis road. The project has gone so far that parties promise to give the right of way, grade and tie the road and turn it over to any company which will complete the track and equip the road. The facing switches on the New York, Erie &

Western road have been provided with standards sixteen fest high in order that the targets or switch lamps may be seen more readily. The Cincinnati, Hamilton & Dayton management is considering the question of adopting this very necessary and sensible precaution against acci-

A circular will be issued to-day appointing Harry Miller superintendent of that portion of the Pennsylvania lines lying between Red Bank, O., and Anoka Junction. Ind. It will ke known as the the third division. The many friend; of Harry will be gratified to learn of his promotion and will have no fears as to his ability to fill the

Muncie has three first-class roads running into it, and all are doing an excellent business. It also has three very inferior depots and it is suggested that as Muncie has become an important business center, the three roads should join hands and build a union depot which will be a credit to that city and to the roads running

The Pennsylvania people have contracted with the Brush Electric-light Company for an incandescent light plant at their new shops in Pavonia, N. J. The plant is to consist of a fivethousand-candle-power dynamo. It is understood that all the shops of the Pennsylvania lines, East and West, are to be provided with

Ninety-five per cent. of the stockholders in the Chesapeake & Ohio grain elevators have accepted the plan proposed by President Ingalis. of the C. & O. road, to lift the elevators out of the financial mire. There was no other alternative but to accept the terms, hard as they seemed to be. The reorganization will now go through with-

out further opposition. Mention was made a short time ago that the railroad employes on the roads in Minnesota had formed associations for the purpose of combining to defend their own railroad interests against the attacks of the politicians who habitually make personal capital by urging legislation adverse to railroads. A similar movement is on foot in Iowa, Nebraska and Kansas.

About twenty days ago Albert Miller, city ticket agent of the Ohio, Indiana & Western, got a couple of days' leave of absence and a pass to one of the little towns on the eastern division of the road, where he was married. The first his friends here knew of the matter was yesterday, when he announced that he was going after his wife, and that he was all ready to go to

There are some bright features in the railroad situation. The best part of the year for net earnings is to be heard from now, and added to this it is worthy of note that fixed charges are in many cases decreased. The old-fashioned charge of 7 or 8 per cent. has, in many instances, been replaced by fixed charges of 4 and b per cent., while cuts in rates are not of so large proportions, to say the least.

The several thousand cars which the Indianapolis car works have built for the Atchison, Topeka & Santa Fe road have been fitted up with what are known as safety-chains, which is a step in the right direction. The breaking this great Pacific Northwest end two of a freight train, which will occur on the muse chirping for many years.

best-managed road, often costs the entire expense of putting safety-chains on all cars. Especially is it a good thing on roads which have

curves and sharp grades to contend with. John F. English, a well-known and exper-ienced engineer and locomotive mechanic, has just returned from a two-years' stay in South America, where he had charge of the long and successful tests of Baldwin locomotives in that country in competition with the English locomotives in the Argentine Republic. Mr. English says that the Atlantic coast countries of South America are very poor places for railroad men to go to. Many native and English engineers are running locomotives down there at \$35

per month. Matters are not moving along very pleasantly yet with the railroads running west from Chieago. Lumber rates west are off 34 cents per 100 pounds, and on first-class freights they are down to 40 cents, 60 cents per 100 pounds being tariff. Chicago Business says: "This is anything but pleasant work for shareholders to contemplate, however much it may show of vim and determination among the managers. There is altogether too much of the fighting spirit among railroad officials, and an excessive amount of the consequences 'be-blowed' feeling which seems to dominate their actions."

In conversation yesterday General Manager McCrea, of the Pennsylvania lines west of Pittsburg, remarked that he had never known a time when it was so difficult to induce competitors to maintain rates as it has been for three months part, and even now. He cited the case of carrying the Grand Army of the Republic to the annual gathering in Columbus, O. All the roads agreed on a one-cent-a-mile rate, which was certainly low enough to satisfy any reasonable man, and would give employment to all the passenger equipments any of the roads could command, yet this did not satisfy the general passenger agents of some of the roads running into Columbus and they foolishly cut the low rate. When rates on freight are looked after it is found that they are also being shaded. The roads had now a grand opportunity to make some money, he said, even at the low rates on which business is carried under the provisions of the interstate act, but he feared that the good results hoped for would be frittered away by some general passenger or freight agent who thought his line was not getting its full share of the business, by knifing rates and thus preventing his own road or any body else from making any money.

CULLINGS FROM THE COURTS.

Trouble in Securing a Jury for the Trial of George W. Long.

But little progress has yet been made in the trial of George W. Long for killing Henry Baker. Tuesday the special venire for a jury was to be issued. Only a few of the men summoned appeared during the day, and soon afterward the court took a recess until this morning. So much trouble in getting a jury has not been experienced by the court for some time. Already nearly sixty men have been set aside. As but a few more challenges are possible, it is thought the jury-box can be filled this morning. The trial promises to be a notable one. There are about fifty witnesses, equally divided between the State and the defense. W. N. Harding has been retained to assist in the defense.

Protest Against Saloons. Nearly two hundred residents of the third preeince of the First ward bave united in a protest to the Board of County Commissioners against any person being granted license to sell liquor in the precinct. A few weeks ago a man named Ayer wanted to have a saloon on Malott avenue, but subsequently withdrew his request for a license. The residents of the precinct have for several years been troubled with quite a number of doggeries, and now that they are rid of them they want to continue to keep them away.

Wants Two-Thirds of a Small Estate. Addie Kenoyer has instituted suit to contest the will of the late Josephine Mary Charles, alleging that is a fraudulent document. The legatees of the wil! are Benjamin Charles, Francis McVey and Eva Hull. The plaintiff states that she is by right entitled to two-thirds of the estate, and charges that the deceased was influenced to omit her in the bequests by the three legatees.

Clearing the Dockets.

The three Superior Court judges are spending this week in clearing their dockets of a large number of unimportant cases. The few important suits that have been set for trial will not come up until the latter part of the term.

> The Court Record. SUPERIOR COURT.

Room 1-Hon. N. B. Taylor, Judge. P. Lieber Company vs. D. C. Rankin, et al.; on note. Finding and judgment for plaintiff for \$157.68. Mary Gay vs. John Hall, et al.; possession and damages. Cause dismissed

Mary Gay vs. Aurilla M. Aldrich, et al.; pos-session and damages. Cause dismissed. Saml. McCray vs. Carry Hubbard; on street assessment. Finding for plaintiff for \$12.34 and lien on property declared.

L. D. Waterman vs. Isaac N. Walker; on

notes. Finding and judgment for plaintiff for Cornella A. Fetrow vs. Jos. Fetrow; divorce. Case diamissed.

Room 2-Hon. D. W. Howe, Judge. Aultman, Miller & Co. vs. Marshall H. Blake; mortgage. Judgment for plaintiff for \$120.35. Maria D. Leach vs. Daniel H. Van Wie et al.; note. Judgment for plaintiff for \$417.87.

Meridian National Bank vs. Covert Fire-ladder Stand-pipe company, et al.; note. Judgement for plaintiff for \$638.05. Nellie R. Baird vs. Joseph Baird; divorce

granted plaintiff on grounds of abandonmnent. Room 3-Hon, Lewis C. Walker, Judge. Phillipa Wenner vs. Sophia Rosback et al.; partition. Finding for plaintiff. John A. Fennell vs. Robt. A. Gower; chattel mortgage. Judgment for plaintiff. Frederick W. Deem vs. Eliza A. Deem; divorce. Granted on grounds of abandonment. Ollie A. Cloud vs. Burton S. Cloud; divorce.

Dismissed at defendant's costs. New Suitz Filed. Addie Kenoyer vs. Benjamin Charles, executor et al. Complaint to set aside will. First National Bank, of Danville, Ind., vs. Samuel Sawyer; complaint on notes. Demand.

August Elbrick, administrator, vs. Louise Schlegel; complaint on notes and mortgage. Demand. \$1.500. Eliza C. Hendricks vs. Anna B. Hendricks. Amended complaint in suit for partition. Jennie S. Deardorf vs. Benjamin F. Deardorf; complaint for divorce. Allegation, cruel treat-

ment and abandenment. CIRCUIT COURT. Hon. Thomas B. Sullivau, Judge. Chas. Newman vs. Madoria Bird, et al.; account. Judgment for plaintiff for \$36.65.

CRIMINAL COURT. Ron. William Irvin. Judge. State vs. Geo. W. Long; murder. Empaneling

the jury. THE COOK PLAYED GHOST.

How Mr. Moncrief Discovered Why His Wife's Spirits Drooped.

For some time Hugh Moncrief has observed a

Americus (Ga.) Special.

change in his wife. She is naturally of a bright disposition, but for a long while she has been growing pale, and her eyes have had a faraway look in them. She was nervous, and the least noise would cause her to start and look as though she was afraid of something. Her husband was distressed at the gradual fading away of his wife's bright spirits, and inquired what the matter was. She replied, with a forced smile, that there was nothing the matter. Things were growing serious, and the husband determined to find out, if possible, the secret that was causing the change, A few nights ago he saw his wife suddenly jump from her bed, and he followed her. In the diningroom be was horror-stricken with the sight that met his gaze. There stood out in the darkness the outlines of a ghostly figure. He watched his wife as she entered the room and saw the ghost turn toward her. A bony hand was outstretched and a long finger pointed toward her' Then came in a sepulchral voice the words: "Remember, if you divulge anything this night your

soul will be with mine," and the ghost turned to the cupboard nearby and began to eat. Just at that moment the husband hurled a chair at the ghost, the ghost dropped to the floor and his wife fainted. As soon as she could be restored the ghost was examined, and it was found that it was nothing more than the cook with a sheet wrapped around her. Mr. Moncrief was informed by his wife that this had been carried on for quite a while, which, of course, explains the mysterious change in his wife's health and spirits. She has now regained her

wonted good spirits. A. Welcome to Riley.

Portiand Oregonian. James Whitcomb Riley, the "Hoosier Poet" they speak of so highly, is coming to Oregon next winter, and being a faithful and true poet, one of the greatest of the age, he will find in this great Pacific Northwest enough to keep his to look upon the rivalry of Democrats and Re-publicaus in maintaining American rights as the

THE FIFTIETH CONGRESS.

The Louisiana Election and the Chinese Bill Occupy the Senate.

WASHINGTON, Sept. 5 .- The House bill to authorize the construction of bridges across the Kentucky river and its tributaries by the Richmond & Nicholasville Railroad Company was reported and placed on the calendar.

Mr. Stewart offered a resolution for the appointment of a select committee to investigate various matters connected with the execution of the laws as to public lands and timber depredations, and moved its reference to the committee on contingent expenses. After a question by Mr. Vest as to the propriety of the reference, the resolution was so referred.

Mr. Sherman offered a resolution, which was adopted, requesting the President to inform the Senate whether the recent treaty with China and the amendments adopted by the Senate have been ratified by the Emperor of China. He added that, from the statements made in debate yesterday and the day before, it was manifestly due to the dignity of the Senate and to the regular and orderly transaction of public affairs that the Senate should have this information from the President in reference to the subject-matter before proceeding further with the Chinese bill. He hoped that the reso-lution would be transmitted to the President

without delay. Mr. Allison presented the conference report on the army appropriation bill, showing concurrence in all the amendments except those in reference to fortifications, etc. The report was agreed to, and a new conference ordered, the conferees on the part of the Senate being Sea-

ators Allison, Plumb and Gorman. The House bill for the relief of the Roman Catholic Church of St. Peter and St. Paul, at Chattahooga, Tenn., was passed, with a verbal

The Senate then proceeded to consideration of the resolution heretofore offered by Mr. Chandler, in relation to the recent election in Louisiana, and was addressed by Mr. Pasco, who said that the miscellaneous undigested matter collected by Mr. Chandler, and laid before the Senate, did more credit to that Senator's industry than it did to his intellect. While the senior Senator from New Hampshire was anxious to provide education for the Senate, the junior Senator strove to revive bitterness and ill will, and to create fresh antagonism between the two races in the South, who were, for the most part, living together in peaceful relations.

Upon the conclusion of Senator Pasco's remarks the Chinese restriction bill was taken up and Mr. George addressed the Senate. He opened by referring to the criticism of himself and other former slaveholders yesterday by Mr. Teller. He [Mr. George] claimed the right of free speech and free discussion as an American Senator, and held that the fact of his having once been a slaveholder should be no impeachment of that right. The civil war was over, and a sad calamity it had been to him and his. If he had had one wish above all other wishes since that unfortunate conflict ended, it had been that American politics and American statesmanship should be so conducted that the wounds on either side made by that fratricidal conflict might be healed. But if it were for the purpose of establishing the political inferiority of white Southern men that the war had been waged, the war might be commenced again, for so long as any decent white man lived at the South, he would claim for his heritage equality with all other American citizens. Coming to the question of Chinese immigration, Mr. George declared that the Republican party was responsible for the introduction of Chinese into the country by the passage of the act of 1862, which was aimed merely at the "coolie trade," and not at voluntary immigrants.

Mr. Mitchell questioned the correctness of Mr. George's construction of the act of 1862, that it was restrictive only of the coolie trade, and claimed that the object of the law was to prevent the introduction of coolies into the United

Mr. George quoted largely from speeches of distinguished Republicans in defense of the administration, and of the naturalization of Chinamen, and said: "There is the record which your party has made. It stands for itself, and it cannot be answered before the American people by the charge that the Senator who brings it before them has been a slaveholder." He was interrupted by a long question from Mr. Mitchell, but declined to be diverted from the line of his argument, and then, on trying to resume, he remarked, with an amusingly puzzled expression, that he had had a pretty good idea in his bead until the Senator from Gregon came in with his foolishness. [Laughter.]

The vote was then taken, and was unanimous -yeas 32, nays none-but as there was no quorum present, and no probability of getting one, the Senate adjourned, leaving the Chinese bill undisposed of.

Proceedings of the House. WASHINGTON, Sept. 5 .- On motion of Mr.

Sayers, of Texas, the Senate amendments to the fortifications bill were non-concurred in. and a conference ordered.

Mr. Stahlnecker, of New York, rising to a question of privilege, sent to the Clerk's desk and had read an article in a newspaper, intimating that he was the member at whom the resolution of inquiry adopted yesterday, on metion of Mr. Kelley, of Penusylvania, was aimed. If the resolution, he said, was aimed at him, as the newspaper statement indicated, he most emphatically denounced the charges as false in every particular. He would not dare to trust himself, in view of the place where he stood, to express himself in the language which was in his mind. He demanded from the House a speedy and searching investigation. He would be perfectly willing to abide by the result, regardless of party or personal feeling. Ap-

Mr. Oates, of Alabama, created applause by the introduction of a concurrent resolution providing for the final adjournment of Congress on the 20th inst. It was referred to the committee on wavs and means.

Mr. Forney, of Alabama, from the committee on appropriations, reported a bill appropriating \$200,000 to suppress infection in the interstate commerce of the United States. Referred to the committee of the whole.

In the consideration morning hour the House proceeded to consideration of the bill to limit the jurisdiction of United States district and circuit courts, and after a brief discussion the bill was passed.

Mr. Bland, of Missouri, "under instructions from the committee on coinage, weights and measures, called up the bill providing for the exchange of worn or mutilated subsidiary coin at coinage value, for new and unworn coin, and it was passed. Mr. Outhwaite, of Ohio, unsuccessfully en-

deavored to secure action on the Columbus Exposition bill, and the House resumed consideration of the retaliation bill, and was addressed by Mr. Phelps, of New Jersey. Mr. Phelps cheerfully conceded the President the additional power he asked for, but regretted that there was no more likelihood that he would use this power than he would the power given him eighteen months ago. Nobody had supposed that the powers granted then were not all that were necessary until Ang. 28, when the President went out alone and shot the rocket of his presidential message into the clear and peaceful air. It was so clear that the Senate chamber was still echoing with the voices of the presidential Senators urging their fellows to come and buy the rights which Canada had refused to give. He charged the President with heaping favors on Canadian shippers by land and see in order that they might compete with their American rivals. 'The President was now the President of the message, not the President of the treaty; he was no longer the government of Canada, he was the President of the United States, and the past would be forgiven. In the course of his remarks Mr. Phelps referred to the declaration made by Mr. O'Neill, of Missouri, that the President's message was a good

campaign document. Mr. O'Neill-Don't you think it is? Mr. Phelps-I do, and the gentleman from Kentucky, (Mr. McCreary) said that the message ought to be kept with the free-trade mes-

Mr. McCreary-I did not say that that message should stand with the free trade message, for I deny that the President has sent to Congress any free-trade message. [Derisive laughter on Republican side. Mr. Phelps said that the gentleman had referred to the two mestages to which he [Mr.

Phelps | had alluded. The two messages ought

to stand together as the Siamese twins, in presi-

dential policy.

Mr. Belmont said the President had bravely and well performed his duty to guard and protect the rights of American citizens, and to maintain the dignity and honor of the Nation. We arenot Democrats and we are not Republicans when confronted with the unfriendly acts of a foreign power. To continue the privileges now granted Canada by statute in the face of existing facts would be to invite further aggressions from her, and would be a notice to Great Britain and to all the world that our protests in behalf of our rights are mere formalities and not to be followed by action. I can hardly believe that even those who are politically unfriendly to the President would, in the face of a grave situation, such as this is, charge upon him any un-

patriotic motives. We are not partisans when

confronted with the unfriendly acts of a foreign

power. It may be well enough for those who are hostile to us in Great Britain or in Canada

mere struggle of party. But we can take great pride and satisfaction in a rivalry which has so worthy an aim, well knowing, when the mo-ment comes for action, party differences, such as this, are sunk in the united purpose to maintain the dignity of our government and the

rights of our people. Mr. Davis, of Massachusetts, said the rejected reaty surrendered the New England fisherman naked to his enemies. It was part and parcel of the free-trade conspiracy which, inaugurated in the White House and continued in the House of Representatives, sought to prostrate American industry and impoverish and degrade American labor. The utterances of the President in opposition to the entire policy of his administration would not command the confidence of the country. It would fail of its effect. The Irish class would indignantly resent the idea that a sham menace of opposition to Great Britain and Canada, closing a career of uninterrupted and shameful surrender and subserviency to both, was earnest, and thousands of them had determined to cast their lot with the Republican

Mr. Cogswell, of Massachusetts, said that to those familiar with the cowardly policy of the administration the President's message seemed the veriest bluster and bluff. If it were political buncombe, it was trifling with a great question; if it was in good faith, it was grotesque. It was taking a sledge-hammer to kill a fly to ask for more power of retaliation to bring a few provincials to a sense of ordinary courtesy and

Mr. Scott said the United States asked for nothing but what belonged to it by right under the treaties, and it would accept nothing less. With much trouble he had secured official data to show the number of Canadian and American cars, and the weight of contents transported in bond from one point in the United States through Canada to another point in the United States during the fiscal year ended June 30, 1887. This data showed the number of cars to be 410,889, and the weight of contents to be 4,918,345 tons. The gross money value of this transportation to Canadian railroads was, at a low estimate, \$6,000,000, and good authorities put it at \$8,000,000. When it was considered that the steel rails over which this immense tonnage was transported in Canada were not subject to a duty of \$17 a ton, and that the labor employed in the transportation paid no taxes into our treasury and did not consume the products of our farmers, the injustice to our wage-workers would become apparent. For this injustice the Republican party was responsible. Pending a conclusion of Mr. Scott's remarks, the House adjourned.

> DAILY WEATHER BULLETIN. Indications.

WASHINGTON, Sept. 5. For Lower Michigan, Indiana and Illinois Fair; followed by local rains in the afternoon or evening; warmer; southeasterly winds. For Ohio-Clear; followed by rain on Friday; a slight rise in temperature; easterly winds. For Wisconsin and Upper Michigan-Light

rains, preceded in Southern Wisconsin by fair; slightly warmer; brisk to high southerly winds.

		-	AND PROPERTY AND ADDRESS OF	INDIANAPOLIS, Sept. 5.			
Time.	Bar.	Ther.	R. H.	Wind.	Weather	Pre	
7 A. M	30.23	57	74	East.	Clear.		
2 P. M	30.18	74	41	Neast	Clear.		
7 P. M	30.20	67	47	Neast	Pair.		

Following is a comparative statement of the condition of temperature and precipitation on Sept. 5, Normal.... 0.00 Mean.... -0.09Departure from normal..... -8 Total excess or deficiency since Sept. 1 -33 Total excess or deficiency since Jan. 1-630 -0.46

General Observations,

INDIANAPOLIS, Sept. 5. Bar- Thermometer. Pre-Exp Max Min. cipi- Weath'r New York city... 30.20 30.20 68 30.36 56 29.34 54 82 64 56 80 64 Clear. New York 61, 30.30 St. Buffalo, N. Y. 29.34 5 Oswego, N. Y. 29.34 5 Philadelphia, Pa. 30.22 30.20 50 Clear. 66 Clear.

Pittsburg, Pa... 30.20 Parkersb g, W.Va 30.20 Washington, D.C. 30.18 Lynehburg, Va... 30.12 56 Fair. Pittsburg, Pa... 30.20 66
Parkersb g, W. Va. 30.20 64
Washington, D.C. 30.18 72
Lynchburg, Va... 30.18 70
Charlotte, N. C... 30.12 72
Charleston, S. C... 30.04 80
Atlanta, Ga... 30.06 72
Jacksonville, Fla.. 29.94 82
Pensacola, Fla.. 29.94 78
Montgomery, Ala 29.98 78
Vicksburg, Miss.. 29.94 78
New Orleans, La. 29.92 80
Shreveport, La... 30.00 74
Fort Smith, Ark... 30.02 78 58 Clear. 62 T Clear. 66 .76 Cloudy 68 .01 Cloudy 74 Cloudy Charleston, S. C. 30.04 Charleston, S. C. 30.04
Atlanta, Ga. 30.06
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Little Rock, Ark. 30.04
Galveston, Tex. 29.94
Palestine, Tex. 29.94
Ft. Elliot, Tex. 29.94
San Antonio, Tex
Brownsville, Tex. 29.94
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Memphis, Tenn 30.06
Louislle, Ky. 30.04
Ciacinnati, O. 30.18
Cieveland, O. 30.30 68 1.14 Cloudy 72 T Clear. 72 T Clear. 86 86 84 72 Cloudy 70 Clear. 70 Cloudy 70 .12 Fair. 86 86 86 70 .04 Rain. ises are now open for inspection. They have only to be seen to be appreciated, and will be sold at public 66 Clear. 68 Fair. 74 Fair. 66 Cloudy
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Toledo, O. 30.30
Gr'nd Hav'n, Mich 30.28
Marquette, Mich 30.28 44 Clear. 38 Fair. Cloudy Ft. Rawlins, W.T. 30.00 Manistee, Mich. 29.66 40 Clear. 38 Clear. 58 Clear. 56 S. Ste. Marie, Mich 30.32 62 Cloudy 52 Clear. Milwaukee, Wis. 30.28 58 62 56 Clear.
La Crosse, Wis. 30.22 64 72 56 Clear.
Duluth, Minn. 30.22 52 56 48 .14 Rain.
St. Paul. Minn. 30.10 66 72 46 Fair.
Morehead, Minn. 29.88 72 74 52 Cloudy St. Vincent, Minn 29.94 60 66 44 T Cloudy Davenport, Ia. ... 30.20 64 50 Clear. Dubuque, Ia..... 30.24 48 Clear. 66 Des Moines, Ia .. 30.14 68 50 Clear. 60 Cloudy 60 Fair.

St. Louis, Mo. 30.14 74
Springfield, Mo. 30.06 72
Kansas City, Mo. 30.08 74
Ft. Sill, Ind. T. 30.04 76
Dodge City, Kan. 30.02 72
Witchita, Kan. 30.00 74 82 64 ... Clear. 82 54 ... Clear. 82 58 ... Clear. 84 58 ... Clear. Dodge City, Kan. 30.02 Witchita, Kan... 30.00 58 Clear. Concordía, Kan... 30.00 56 Clear. Omaha, Neb 30.08 84 56 Clear. North Platte, Neb 29.88 Yankton, D. T. . . . 29.94 56 Clear. 54 Clear. Ft. Sully, D. T... 29.66 92 62 Clear. Huron, D. T. 29.86 Bismarck, D. T. 29.64 Ft. Buford, D. T. 29.66 Calgary, N. W. T. 29.64 Min'edosa, E. W. T. 29.82 56 Clear. Fair. 82 92 78 84 78 84 60 Cloudy 64 68 T Cloudy 58 62 42 Fair. P. Arthur's L'd'g. 30.26 38 Fair. 62 Qu'Apelle, N. W.T 29.72 64 Ft. As nab ne, M. T 29.78 68 68 66 .12 Cloudy Pt. Custer. M. T. 29.88 64 60 T Rain. Helena, M. T. ... 29.96 Boise City, I. T. . 30 00 60 Fair. 54 Clear. Chevenne, W. T., 29.78 42 .22 Cloudy Denver, Col. 29.76 78 86 48 ... Cloudy
Pueblo, Col. 29.76 80 86 48 ... Fair.
Montrose, Col. 29.76 76 84 54 ... Fair.
Santa Fe, N. M. 29.88 70 74 44 ... Fair.
Salt Lake City. 29.82 78 88 68 .01 Fair. 48 Cloudy

T-Trace of precipitation. SOCIETY MEETINGS.

ASONIC-PENTALPHA LODGE, NO. 564. F. M and A. Masons. Stated meeting in Masonic Temple, this (Thursday) evening, at 7:30 o'clock. J. W. STAUB, W. M.

WILLIAM H. SMYTHE. Secretary.

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C. H. McDowell, City Agent.

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J. S. LAMBERT, Manager.

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auction, on the premises. WEDNESDAY, SEPT. 12TH, 1888.

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BUILDING AND LOAN ASSOCIATION. THE STAR BUILDING AND LOAN ASSOCIAtion will open a new series, the first pay night Wednesday, Sept. 26. The Star is the strongest and best managed association in the city. Loans money to stockholders only, and on first mortgage security. Meets every Wednesday night, at 70 East Market st. For shares or information apply to any of the following directors: Wm. Hadley, president, 70 East Market street; A. A. McKain, vice-president, 32 Massa-chusetts avenue; Wm. J. Kercheval, secretary. Daily Journal office; C. S. Denny, Mayor's office; J. R. Car-nahan, 33 Talbott Block; Wm. H. Kaylor, Journal news-room; F. W. Hamilton, Delaware and Market streets; Geo. J. Hammel, 110 Massachusetts avenue: R. D. Townsend, 88 Virginia avenue.

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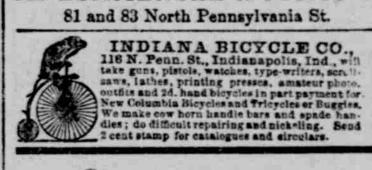
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